

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-8. (canceled)

9. (New) A fuel injection system for an internal combustion engine, comprising
- a respective high-pressure fuel pump (10) and a fuel injection valve (12) connected to it for each cylinder of the internal combustion engine,
- the high-pressure fuel pump (10) having a pump piston (18) driven into a stroke motion and delimiting a pump working chamber (22), which can be connected to a low-pressure region (25) via a connection (21) that is controlled by an electrically actuated control valve (60),
- the fuel injection valve (12) having an injection valve element (28) that controls at least one injection opening (32) and is acted on in an opening direction (29) by the pressure prevailing in a pressure chamber (40), which can be connected to the pump working chamber (22),
- an electrical control element (64) controlling an opening and closing motion of the injection valve element (28),
- a pressure reservoir (68) communicating with the pump working chamber (22) via a connection (66) through which fuel is delivered into the pressure reservoir (68) during the

delivery stroke of the pump piston (18) and also communicating with the pressure chamber (40) of the fuel injection valve (12) via the connection (66) through which the pressure chamber (40) can be supplied with fuel from the pressure reservoir (68) for a fuel injection via the fuel injection valve (12) independent of the delivery stroke of the pump piston (18),

the connection (66) of the pressure reservoir (68) to the pump working chamber (22) and pressure chamber (40) containing a coupling device (70; 170; 270), which contains a sliding piston (74; 174; 274) that is acted on at one end by the pressure prevailing in the pressure reservoir (68) and is acted on at the other end by the pressure prevailing in the connection (66),

the piston (74; 174; 274) executing a delivery stroke oriented toward the pressure chamber (40) in order to execute a fuel injection, and

the coupling device (70; 170; 270) containing a bypass connection (76, 77; 176; 276, 277) via which the connection (66) communicates with the pressure reservoir (68).

10. **(New)** The fuel injection system according to claim 9, wherein the bypass connection comprises a conduit (76; 176; 276) that extends through the piston (74; 174; 274) and contains a throttle restriction (77; 177; 277).

11. **(New)** The fuel injection system according to claim 9, wherein the bypass connection comprises of a conduit (176) that is formed between the outer circumference of the piston (174) and a cylinder bore (172) in which the cylinder (174) is guided.

12. **(New)** The fuel injection system according to claim 9, wherein the piston (74; 174) executes a stroke oriented toward the pressure reservoir (68) in order to fill the pressure reservoir (68).

13. **(New)** The fuel injection system according to claim 10, wherein the piston (74; 174) executes a stroke oriented toward the pressure reservoir (68) in order to fill the pressure reservoir (68).

14. **(New)** The fuel injection system according to claim 11, wherein the piston (74; 174) executes a stroke oriented toward the pressure reservoir (68) in order to fill the pressure reservoir (68).

15. **(New)** The fuel injection system according to claim 12, wherein the piston (74; 174; 274) can be moved between a definite end position oriented toward the pressure reservoir (68) and a definite end position oriented toward the connection (66).

16. **(New)** The fuel injection system according to claim 13, wherein the piston (74; 174; 274) can be moved between a definite end position oriented toward the pressure reservoir (68) and a definite end position oriented toward the connection (66).

17. **(New)** The fuel injection system according to claim 14, wherein the piston (74; 174; 274) can be moved between a definite end position oriented toward the pressure reservoir (68) and a definite end position oriented toward the connection (66).

18. **(New)** The fuel injection system according to claim 12, further comprising at least one spring element (178, 180; 280) acting on the piston (174; 274) in the direction of at least one end position.

19. **(New)** The fuel injection system according to claim 13, further comprising at least one spring element (178, 180; 280) acting on the piston (174; 274) in the direction of at least one end position.

20. **(New)** The fuel injection system according to claim 14, further comprising at least one spring element (178, 180; 280) acting on the piston (174; 274) in the direction of at least one end position.

21. **(New)** The fuel injection system according to claim 12, further comprising two spring elements (178, 180) one acting on the piston (174) in the direction toward opposite end positions, and wherein between two successive injection cycles, the spring elements (178, 20) hold the piston (174) in a definite intermediate position between the two end positions.

22. **(New)** The fuel injection system according to claim 13, further comprising two spring elements (178, 180) one acting on the piston (174) in the direction toward opposite end positions, and wherein between two successive injection cycles, the spring elements (178, 20) hold the piston (174) in a definite intermediate position between the two end positions.

23. **(New)** The fuel injection system according to claim 14, further comprising two spring elements (178, 180) one acting on the piston (174) in the direction toward opposite end positions, and wherein between two successive injection cycles, the spring elements (178, 20) hold the piston (174) in a definite intermediate position between the two end positions.

24. **(New)** The fuel injection system according to claim 12, further comprising a spring element (280) holding the piston (274) in its end position oriented toward the pressure reservoir (68) between two successive injection cycles.

25. **(New)** The fuel injection system according to claim 13, further comprising a spring element (280) holding the piston (274) in its end position oriented toward the pressure reservoir (68) between two successive injection cycles.

26. **(New)** The fuel injection system according to claim 14, further comprising a spring element (280) holding the piston (274) in its end position oriented toward the pressure reservoir (68) between two successive injection cycles.

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27. **(New)** The fuel injection system according to claim 9, further comprising a pressure relief device (69) which limits the pressure in the pressure reservoir (68) to a predetermined value.